

Oct. 19.

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# FISH RECEIPTS FOR AUGUST.

9,350,675 POUNDS LANDED AT THIS PORT AND 11,440,000 POUNDS AT BOSTON.

According to the returns of the Bureau of Fisheries, Department of Commerce and Labor, 161 fares, aggregating 4,113,156 pounds of fresh fish valued at \$72,423, and 5,237,519 pounds of salt fish valued at \$177,297, a total of 9,350,675 pounds, valued at \$249,720, landed at this port during the month of August and 409 fares, aggregating 11,432,200 pounds of fresh fish valued at \$307,379 and 7800 pounds of salt fish valued at \$819, a total of 11,440,000 pounds, valued at \$308,198, were landed at Boston for the same month.

For the corresponding month of last year, the Bureau of Fisheries returns gave 143 fares, aggregating 2,503,309 pounds of fresh fish valued at \$49,165 and 6,031,444 pounds of salt fish valued at \$203,013, a total of 8,534,753 pounds, valued at \$252,178, as landed at this port, and 362 fares, aggregating 8,289,950 pounds of fresh fish valued at \$267,826 and 54,400 pounds of salt fish valued at \$4706, a total of 8,344,350 pounds valued at \$272,532, as landed at Boston.

The receipts in detail for the past month at this port and Boston were as follows:

Gloucester.		
	Pounds.	Value.
Fresh cod .....	1,674,393	\$29,214
Salt cod .....	4,892,978	169,194
Total cod .....	6,567,371	198,480
Fresh haddock .....	467,333	5,190
Salt haddock .....	78,146	1,074
Total haddock .....	545,479	6,176
Fresh cusk .....	675,711	10,732
Salt cusk .....	41,996	976
Total cusk .....	717,707	11,708
Fresh hake .....	807,976	8,874
Salt hake .....	39,413	551
Total hake .....	847,389	9,425
Fresh pollock .....	96,974	1,057
Salt pollock .....	155,718	2,060
Total pollock .....	252,692	3,117
Fresh halibut .....	226,111	14,969
Salt halibut .....	17,268	1,362
Total halibut .....	243,379	16,331
Fresh swordfish .....	7,535	990
Fresh mackerel .....	3,168	312
Salt mackerel .....	12,000	2,078
Total mackerel .....	15,168	2,390
Fresh herring .....	1,900	14
Fresh bluebacks .....	13,267	137
Fresh shad .....	5,463	161
Whiting or silver hake .....	131,933	712
Fresh butter fish .....	2,292	151
Boston.		
	Pounds.	Value.
Fresh cod .....	3,965,600	\$100,655
Fresh haddock .....	4,542,550	83,737
Fresh cusk .....	51,000	813
Fresh hake .....	1,067,400	18,937
Fresh pollock .....	1,010,000	20,634
Fresh halibut .....	102,300	7,017
Fresh swordfish .....	551,650	68,266
Fresh herring .....	53,000	600
Fresh mackerel .....	86,700	6,560
Salt mackerel .....	7,800	819
Total mackerel .....	94,500	7,379
Fresh shad .....	2,000	160

## Boston Dealers Awaiting Smelt Shipments.

Wholesale fish dealers at Boston are waiting for the first big shipment of barrel smelts from New Brunswick and Prince Edward Island. The closed season on netted smelts ended in the provinces last Saturday, and it was expected that the fishermen would begin at once to take the fish. If they did so the first shipment, started Monday, should reach Boston yesterday.

In former years when the tariff charges were three-quarters of a cent a pound on packages of more than 100 pounds, and much higher on smaller packages, many of the shippers in the provinces, especially at Prince Edward Island, sent their smelts floated in barrels. Now that the tariff is three-quarters of a cent a pound regardless of the weight of the packages the dealers are anxious to know how the shippers will pack their fish.

While the fishermen hereabouts have to content themselves with taking a few small mackerel, the fishermen in the provinces are still getting good quantities of fine large ones. The Boston market profits from the catches wherever they are made, and large and small come there. Yesterday morning the dealers received 32 barrels of large mackerel at T wharf, from the provinces by express.

# FARES LARGE AND PLENTIFUL.

INFLUX OF FISH CAUSED MARKET TO DROP ON EVERYTHING BUT COD.

There are some large fresh fish fares at T wharf this morning, larger ones and more of them than for quite a while. Quite a lot of the offshore fellows came in in a bunch, and under the pressure of the amount of fish they brought, the market sagged off on haddock, hake and pollock, though cod still hung firm above the \$6 mark.

The banner fare was brought in by sch. Catherine and Ellen which hailed for 78,000 pounds, while close behind her was the steam trawler Foam with 75,000 pounds, 70,000 pounds of which were haddock. Others in with fine catches are sch. Regina, Josie and Phebe, Benjamin F. Phillips, Alice M. Guthrie and Francie J. O'Hara, Jr.

Of the shore market boats schs. Genesta and Harmony also had fine fares.

While the off-shore vessels had mostly haddock, the market boats continue to find cod and haddock both scarce and are bringing in mostly hake. The pollockers, seven of which are included in the fleet of 28 vessels in, had fares ranging from 1000 to 21,000 pounds.

Haddock could not be called "low" as sales were from \$2.50 to \$3. Large cod were at \$6 and \$6.60, with market cod well up, \$4 to \$5. Hake sold at \$1.25 and pollock for \$1.30 and \$1.40.

Sea scallops are plenty in the market, and a large lot were received yesterday morning from Maine, but the fishermen on Cape Cod are still holding back their small scallops for higher prices and only enough to supply actual orders are sent along.

The fares and prices in detail are:

Boston Arrivals.	
Sch. Genesta, 16,000 haddock, 2500 cod, 14,000 hake.	
Sch. Harmony, 10,000 haddock, 4000 cod 18,000 hake.	
Sch. Arbitrator, 7000 haddock, 8000 cod, 20,000 hake.	
Sch. Mary E. Cooney, 1000 haddock, 2000 cod, 24,000 hake.	
Sch. Rose Standish, 15,000 hake.	
Sch. W. H. Reed, 2000 cod.	
Sch. Hattie F. Knowlton, 2000 haddock, 400 cod, 4000 hake.	
Sch. Stranger, 1200 haddock, 700 cod, 7000 hake.	
Sch. Rose Cabral, 2000 haddock, 2500 cod, 10,000 hake.	
Sch. Thomas Brundage, 13,000 pollock.	
Sch. Morning Star, 400 cod, 1000 pollock.	
Sch. Eva Avina, 2500 pollock.	
Sch. Julietta, 6000 pollock.	
Sch. Georgianna, 8000 pollock.	
Sch. Francis J. O'Hara, Jr., 22,000 haddock, 5000 cod, 16,000 hake.	
Sch. Mary Edith.	
Sch. Alice M. Guthrie, 40,000 haddock, 6000 cod, 14,000 hake.	
Sch. E. C. Hussey, 2000 haddock, 16,000 cod.	
Sch. Valentina, 18,000 pollock.	
Sch. Pontiac, 8000 haddock, 3000 cod, 5000 hake.	
Sch. Elizabeth W. Nunan, 18,000 hake, 2500 pollock.	
Sch. Olympia, 21,000 pollock.	
Sch. Regina, 21,000 haddock, 25,000 hake.	
Sch. Josie and Phebe 29,000 haddock, 2000 cod, 15,000 hake.	
Sch. Catherine and Ellen, 50,000 haddock 8000 cod, 20,000 hake.	
Sch. Benj. F. Phillips, 28,000 haddock, 2500 cod, 19,000 hake.	
Str. Foam, 70,000 haddock, 2500 cod, 2000 hake.	
Sch. Flayilla, 1500 cod, 31,000 hake, 6000 cusk.	
Haddock, \$2.50 to \$3 per cwt.; large cod, \$6 to \$6.60; market cod, \$4 to \$5; hake, \$1.25; pollock, \$1.30 to \$1.40.	

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## Herring in the Merrimac River.

Herring in limited quantities have made their appearance in the Merrimac river and at low tide on Monday afternoon, Capt. Nestor Thurlow and his men secured about 16 barrels, which were sold at the Consumers Fresh Fish wharf. The fish were of excellent quality.

Gulls in large number have been seen hovering over the river as far up as Salisbury Point and this is regarded as good indication that fish are in the water.

The fishermen made another effort to seine the herring in the river this afternoon, and believed that good hauls will be made.

## Will Go For Herring.

Capt. Wallace Parsons, one of our leading skippers, who has been at his home at St. George's Bay, N. F., since the close of the mackerel season, arrived here yesterday and will as usual command one of the Cunningham & Thompson Company fleet in the Newfoundland herring fishery at Bay of Islands. Capt. Parsons does not talk of getting away very early, as when he left down there he had heard no encouraging reports of herring at Bay of Islands.

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## FISH AT VIRGIN ROCKS.

Prospects Good if Fleet Get Favorable Weather.

Sch. Maxine Elliott, Capt. Patrick Shea, one of the dory handling fleet of this port, is at St. John's, N. F., with her rudder gone. She will have a new one made there and proceed on her voyage.

Capt. Shea had been to the Virgin Rocks and in sending word of the accident, also stated that he considered the prospects on that famous fishing ground good, provided the fleet got any good weather. The vessel was hauled on the ways as soon as she arrived at St. John's, and the work of making and hanging the new rudder will be hurried along as fast as possible, as Capt. Shea is anxious to get back to the Rocks to complete his fare.

A letter to Capt. Thomas A. Cromwell of Boston from Capt. William Goodwin, skipper of sch. Thomas A. Cromwell, owned by him, who was in at a Newfoundland port recently, stated that he had heard that fish had struck at the Virgin Rocks and that he was going there to try and complete his trip.

## GANGING WOUND ON ARM.

Hook Caught Trawl With Several Hundred Weight of Fish.

A most singular thing happened to two men of sch. Arbitrator while she was fishing in South Channel on Monday. Joachim Sardo and Antonio Nani were in their dory hauling in the trawls. The two men worked together on a trawl, and while pulling the line broke between them, and a ganging swung around Nani's forearm, binding tight, and the hook caught the trawl holding the broken line with its several hundred weight of fish. Sardo came to Nani's assistance, and loosed the trawl from his arm, which had already begun to swell from the pressure of the weight of fish on the trawl.

## MAIN KEEL NOT DAMAGED.

Sch. Teazer Proceeded on Fishing Trip After Examination.

An examination of sch. Teazer which was recently ashore near Tusket, N. S., and floated and put on the railways at Liverpool, N. S., showed that her shoe and false keel were pretty well gone, but that the main keel was all right and that she was not leaking. Capt. Peter Dunskey, who is a hustler and was anxious to get out and continue his halibut trip, decided not to wait for a new shoe and false keel there, but had the workmen smooth off the rough parts and started off his voyage again, leaving the permanent repairs to be made here when the craft gets home.

## WILL SELL AT THIS PORT.

Fares of Provincetown Schs. American and Monitor on the Market.

Phillip A. Whorff of Provincetown is at this port and has put the fares of doryhandline salt cod of his two schs. American and Monitor on the market. The crafts arrived at their home port a few days ago, one with 200,000 and the other with 230,000 pounds. Yesterday there was quite lively bidding for the trips and by evening Mr. Whorff had been offered \$4.12 1-2 per hundred weight for large, \$3.87 1-2 for mediums and \$2.25 for snappers. The fares will probably be sold some time today and the price is likely to go some over the above bids.

## Captured Sharks on Trawls.

The sch. Eva Avina landed a large shark at T wharf on Wednesday morning, undressed, and three small ones, all of which had been taken on the trawls.

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The crew of sch. Alice M. Guthrie, at T wharf yesterday, shared \$52 each as the result of their week's haddocking trip to South Channel.

# BRAVED PERILS OF ICE PACK, NARROWLY ESCAPING BURNING

## Sch. Jennie B. Hodgdon Home From Greenland Flitched Halibut Trip.

### Capt. Flygore's Interesting Description of the Voyage.

Back from the fishing banks of northern Greenland, with the first trip of fish caught by an American vessel in those waters for over 20 years, the good sch. Jennie B. Hodgdon, Capt. Charles Flygore, came in this morning, with a fine fare of 130,000 pounds of flitched halibut and 62 barrels of salted halibut fins. With this amount of fish and the price which they will receive for them, Capt. Flygore and his crew have every right to call the voyage a most successful one.

After braving all the dangers of the ice pack and the fierce and sudden gales which come up in a moment in that locality and getting started for home with a good season's work stowed in the hold, the fire monster threatened the lives of the crew when 300 miles from any shore, and on the way home, and only by the hardest kind of work did they succeed in squelching the flames and saving their lives, the vessel and the fare.

#### Capt. Flygore's Story of the Hazardous Trip.

A Times representative met Capt. Flygore this morning down by his vessel, as the crew were at work stripping her of dories and sails, and from him secured a most interesting account of the voyage. Capt. Flygore is a keen observer and his story is well worth hearing.

He said that the craft left here May 19, well fitted for the long voyage, for before leaving he had firmly made up his mind to have a try this season at the Greenland fishing grounds.

He went first up off Domino Run, on the Labrador coast, and there had a hard streak of luck, losing two anchors and a piece of cable and finding no fish. Then with the Arctic ice pack staring him in the face, he boldly headed his craft for the Greenland shore, 600 miles away and many degrees farther to the northward.

The voyage across was an exciting one and the work of driving the craft through the great ice fields was no child's play, but Capt. Flygore and his men knew that beyond lay fishing grounds, free from ice and untouched

by a trawl for over 20 years, and they were determined to make it

#### Found Best Fishing Between Latitudes 67 and 68.

In latitude 64, and pretty well across to the Greenland side, they got through the last of the ice, and then it was plain sailing. They arrived at Holstenburg, the capital, July 1 and after making a few calls and going through the necessary formalities immediately took up the work of fishing.

The grounds were about seven or eight miles off shore and the best fishing was struck way up north, between latitudes 67 and 68. The fishing was good, and although there was no ice, there was the tide to contend with. Capt. Flygore says the tide there is usually strong and they had to fish as do the fresh halibuters on Georges most of the time—set on the slack and then haul and set on the next slack and work like all possessed to do it.

While on the trip they harbored three times at Holstenburg, which is about on the dividing line between what is known as north and south Greenland. Capt. Flygore says there is no fishing apparently to the southward of this port and he operated off Holstenburg and to the northward of it, as far as latitude 68.

#### Tide Developed Great Strength and Swiftmess.

Speaking of the tide and its great strength and swiftmess, Capt. Flygore says that they started to set one fine day and everything apparently was all right, when all of a sudden the tide began to run just like a bore. It only continued this way for 20 minutes, but in that time it caught the Hodgdon's men, run their buoys under and took away 20 skates of trawl in a twinkling. So strong was it that it was hard work to haul a dory up from astern.

The weather was fine about all the time, but when it did blow it came with a rush and blowed hard. They had very little cold weather up to just before starting for home, some of the days being as hot as it is here in summer. The weather generally was just right for fishing, so that the men did not have to bundle up.

When September came in, the weather began to get bad in earnest. Capt. Flygore remarked that he made one set too many and lost quite a lot of gear on that last one, and then, having a good trip and knowing that it was a long hard voyage ahead, preparations were made for the homeward passage. Everything was made snug and tight above and below, deck gear being made fast with extra lashings, and on September 16 the craft started for home.

#### Homeward Trip Was a Succession of Gales.

From the time she got 25 miles away from the land until arriving at St. John's the vessel had nothing but a succession of gales, mostly south-westers, and when the wind was fair it would blow so hard that it was hard work to do anything except look after the craft.

In one of the heaviest gales the bowsprit guy outer shackle broke as she plugged right through a very heavy sea and the heel of the bowsprit

slewed around and went out against the bulwarks, splitting under the strain. It was a hard job to get the stick back into place and fix the guy so that it would hold anything like its share of the strain, but Capt. Flygore is an expert when it comes to anything in the rigging line and he had some good deep water chaps with him, so they beat the gale out, and made the repairs and again headed their craft into it.

Capt. Flygore says that had the sea through which the craft plunged when the shackle went ever hit her amidships, it would have swept everything, men and all, clip and clean from the decks, and there would have been no chance of saving a person or anything else.

#### Crew Had Hard Fight to Extinguish Fire in Cabin.

Soon after this experience, in some unaccountable manner the cabin took fire from the stove. It came so quickly that the men had just time to rush from their bunks from the deck, Capt. Flygore throwing his quilt over the stove, to smother the flames momentarily, as he rushed past, this helping them to gain the deck without being burned.

Axes quickly stove the skylight through and all hands were soon a Greenland fire brigade and throwing water on the flames. They succeeded in getting the upper hand, but not before the walls and ceiling of the cabin were badly scorched and every bit of clothing which was hanging up was consumed. Capt. Flygore's very valuable set of charts of the Greenland ground were scorched, but fortunately saved from serious damage.

At St. John's, N. F., which they made finally, they stopped to make a few repairs to the craft and then started for home again. The same sort of luck stayed with them, for they ran into more gales and bad weather and had to buck it steadily until they got nearly to this port. All hands aver that for a hard passage this one rather laid over anything they were ever on.

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# SEVERE ELECTRICAL STORM ON GEORGES AND SOUTH CHANNEL

## Fishermen Sought Their Bunks to Es- cape the Glare and Roar.

### Lightning and Thunder Exceeded Any Previous Experience.

The most terrifying electrical storm in the memory of present day fishermen raged over the waters of South Channel Saturday evening, according to the report of Daniel Forrest and other well known members of the crew of sch. Alice M. Guthrie, who came to their home in this city last evening.

Strong men were unnerved and brave chaps who had dared the ocean in its wildest moments without a thought of fear and manned their dories in the face of a gale to go to the rescue of some shipwrecked mariners without a shadow of dread of danger, actually sought their bunks and there hid their heads beneath the clothes to escape the frightful, blinding glare of the almost incessant lightning.

Forrest says that in all his 30 years of sea-going experience he never saw anything which approached the electrical storm. It began about 5 o'clock in the afternoon and lasted until 11 o'clock. During this time the sea was smooth and there was very little wind.

**The Storm Seemed to be Right Over-  
head.**

and the crashes of thunder fairly beat upon the ear drums as though some- things had exploded inside their heads. The very deck of the vessel shook be- neath their feet as the great rumbling crashes followed each other in quick succession.

Forrest says that it is impossible to accurately describe the situation. The darkness was intense and the feeling which came over all hands was one of the most terrible helplessness. The flashes of lightning seemed to come from no higher up than a little above the mast-heads and the glare of the flashes was blinding. Forrest says that while the bolts flashed they could actually hear the hiss and whistle.

**Men Sought Berths to Escape Flashes  
and Crashes.**

It was a situation which got on the nerves of even the strongest, and after awhile all but the watch went below to

try and forget the awful electric tem- pest of which they seemed to be the storm center. The flashes and the crashing of thunder so affected some of the hardy chaps of the crew that they were not ashamed, before their mates, to seek the seclusion of their bunks and haul the quilts over their heads to shut out the blinding glare of the lightning flashes and deaden as much as possible the jarring, nerve- racking peals of thunder.

Forrest says that the storm kept up with no interruption or let-up for nearly six hours. There were times when the vessel and the surrounding sea seemed to be nothing but a blaze of fire, and some of the crashes and flashes were so close that several times they thought the craft had been struck. He says that the vessel actually trem- bled and shook on the calm sea, so heavy was the thunder.

**Other Fishermen Say Lightning Was  
Almost Blinding.**

How Wellman and his balloon es- caped in the storm is a mystery to the fishermen at T wharf, who say that it was one of the worst they have ever encountered.

Capt. Jere Shea of the big schooner Regina, who has sailed on all the oceans and lakes where vessels go, says that the brightness of the lightning and the roar of the thunder exceeded anything he had ever witnessed. Capt. Michael Powers of sch. Benjamin F. Phillips, and Capt. Martin Guthrie of sch. Alice M. Guthrie agree with Capt. Shea as to the violence of the storm. They and others, who witnessed it, say that the lightning was blinding, and that it flashed almost without ces- sation, with thunder crashes at fre- quent intervals.

Capt. Guthrie says that the hiss of the lightning could be plainly heard, and that at time it was so loud that it sounded like a whistle as the bolts passed near his vessel. Old fishermen who have faced storms without a tremor, did not appear ashamed to ac- knowledge that they were afraid to go on deck while the storm lasted.

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## BOSTON RECEIPTS MOSTLY HAKE.

HADDOCK AND COD SOLD AT GOOD PRICES, BUT POLLOCK AND HAKE WERE LOW.

About all hake, is the way it looks at T wharf this morning. A few of the vessels in have small lots of haddock and a few cartloads of cod, but hake overshadows cod, haddock and pollock easily today, although not by any means in as great demand.

There are no large fares in the lot, sch. Raymah, which is "running the South Channel mail" just now, being high boat with 41,000 pounds. Sch. Moanum is the only other large vessel in the rest being of the market fleet. Steamer Philomena brought in 50 barrels of fresh herring and they were eagerly snapped up for bait.

Haddock sold at \$3 to \$3.60 and large cod held up to \$5.50 and \$6. Hake were as low as \$1.15, some going for \$1.35 and pollock were \$1.25.

The T wharf dealers received Wednesday morning by express 159 barrels of large mackerel from the provinces and two barrels of medium and five barrels of small mackerel from home ports.

The fares and prices in detail are:

### Boston Arrivals.

Sch. Walter P. Goulart, 1200 haddock, 5500 cod, 2500 hake, 2000 cusk, 1000 pollock.  
Sch. Flora J. Sears, 12,000 haddock, 2100 cod, 2500 hake.  
Sch. Emily Cooney, 14,000 haddock, 6000 hake.  
Sch. Geraldine, 2500 cod, 2000 pollock.  
Sch. Clara G. Silva, 500 haddock, 5000 cod, 2500 hake, 3000 pollock.  
Sch. Emily Sears, 12,000 pollock.  
Sch. Laura Enos, 700 cod, 2000 pollock.  
Sch. Marion, 300 cod, 2000 pollock.  
Sch. James and Esther, 10,000 pollock.  
Sch. Warren M. Goodspeed, 2000 haddock, 5000 cod, 15,000 hake.  
Sch. Buema, 14,000 haddock, 1500 cod, 9000 hake.  
Sch. Alice, 14,000 haddock, 3000 cod, 2000 hake.  
Sch. Alcina, 12,000 cod.  
Sch. Mary B. Greer, 12,000 haddock, 8000 cod, 7000 pollock.  
Sch. Good Luck, 11,000 pollock.  
Sch. Raymah, 18,000 haddock, 3500 cod, 20,000 hake.  
Sch. Mattakeset, 19,000 haddock, 1400 cod, 4000 hake.  
Sch. Gertrude, 6000 haddock, 2800 cod, 16,000 hake.  
Sch. Joseph P. Johnson, 5000 haddock, 3000 cod, 12,000 hake.  
Sch. Wm. A. Morse, 4000 haddock, 5000 cod, 7000 hake.  
Sch. Thomas J. Carroll, 5000 haddock, 700 cod, 10,000 hake, 2000 cusk.  
Sch. Frances V. Sylvia, 3000 haddock, 5500 cod, 20,000 hake.  
Sch. Albert W. Black, 8000 hake, 1800 cusk.  
Sch. Little Fanny, 300 haddock, 1800 cod, 3000 hake.  
Sch. Philomena, 50 bbls. fresh herring.  
Sch. Moanum, 9000 haddock, 2000 cod, 5000 hake.  
Sch. Lochinvar, 1000 haddock, 2000 cod, 9000 hake.  
Haddock, \$3 to \$3.60 per cwt.; large cod, \$5.50 to \$6; market cod, \$3.50 to \$4; hake, \$1.15 to \$1.35; pollock, \$1.25.

### Fishing Fleet Movements.

Schs. Claudia and Avalon were at Liverpool, N. S., Monday.  
Sch. J. J. Flaherty, hailing for 230,000 pounds of salt cod, and sch. Harry A. Nickerson, another of the dory handline fleet, were at Louisburg, C. B., on Monday.  
Sch. Slade Gorton was at Halifax on Monday.  
Sch. Georgia, with 112 barrels of salt mackerel on board was at Louisburg, C. B., on Monday.  
Schs. Smuggler and Arbutus were at Canso, N. S., on Monday.

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### From Dory Handline Cod Trip.

Sch. Lizzie Griffin arrived at her home port, Bangor, Maine, a few days ago from a dory handline trip with a fare of salt cod.

### Cargo of Cured Fish.

Sch. Helen D. Lane is bound here from Boothbay Harbor, Me., with 300 quintals of cured fish for P. J. O'Brien & Co.

### No Herring at Bay of Islands.

Advices from Bay of Islands, N. F., last evening state that no herring have struck there yet.

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## SIX FISH FARES AT THIS PORT.

RECEIPTS INCLUDE FLITCHED HALIBUT AND SALT COD AND A FEW FRESH FISH.

The feature arrival here today is sch. Jennie B. Hodgdon, Capt. Charles Flygore, from the far-away and icy coasts of Greenland with a fare of flitched halibut, the first American craft to fish in those waters for many years. Capt. Flygore hails for 130,000 pounds of flitches and reports a very hard passage coming home.

Sch. Mabel D. Hines, Capt. Stayley Hines, of the trawl salt bank fleet, came in last evening, with 230,000 pounds of salt cod. He was the center of attraction on change this forenoon, as salt fares are what the fish shipping firms are looking for. The Hines is the second vessel of the fleet to come home from the second trip of the season, the only craft ahead of her being the big sch. Arethusa, which arrived some time ago and hustled off on her third trip soon after.

Sch. W. H. Moody is in from a straight Georges handline voyage with a snug trip of 20,000 pounds of salt cod. Sch. May Edith is down from Boston with 25,000 pounds of hake and sch. Ida M. Silva, from the shore grounds has 20,000 pounds of fresh fish.

Sch. Georgie Campbell of the dory handline fleet arrived this noon with a small fare, 35,000 pounds of salt cod. The captain reports fish very scarce and the weather bad. He reports speaking sch. Avalon with 100,000 pounds of salt cod, sch. Conqueror with 20,000 pounds and sch. Slade Gorton with no fish. He says the weather has been unusually bad and that there has been no chance to fish lately.

The arrivals and receipts in detail are:

### Today's Arrivals and Receipts.

Sch. Jennie B. Hodgdon, Greenland, 130,000 lbs. flitched halibut, 62 bbls. halibut fins.  
Sch. Mabel D. Hines, salt trawl banking, 230,000 lbs. salt cod.  
Sch. Mary Edith, via Boston, 25,000 lbs. fresh fish.  
Sch. Ida M. Silva, shore, 20,000 lbs. fresh fish.  
Sch. W. H. Moody, Georges, handlining, 20,000 lbs. salt cod.  
Sch. Valentinna, shore.  
Sch. Thomas Brundage, shore.  
Sch. Georgie Campbell, dory handlining, 35,000 lbs. salt cod.  
Traps and torchers, 115 bbls. fresh herring.

### Vessels Sailed.

Sch. Thomas Brundage, pollocking.  
Sch. Valentinna, pollocking.  
Sch. William H. Rider, pollocking.  
Sch. Motor, shore.

### Today's Fish Market.

Handline Georges cod, large, \$4.25 per cwt.; medium, \$3.50.  
Trawl Georges cod, large, \$3.75 per cwt.; medium, \$3.25.  
Trawl bank cod, large, \$3.70 per cwt.; medium, \$3.37.  
Drift Georges cod, large, \$4 per cwt.; medium, \$3.50.  
Eastern double dory salt handline cod, \$3.87 1-2 per cwt. for large and \$3.55 for mediums.  
Bank halibut 11 cents per lb. right through for white and gray.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2.  
Salt haddock, \$1.25 per cwt.  
Salt hake, \$1.25 per cwt.  
Salt pollock, \$1.25 per cwt.  
Dory handline cod, large, \$3.75 per cwt.; medium, \$3.50.  
Swordfish, 14 cts. per lb.  
Splitting prices for fresh fish:  
Western cod, large, \$2.25 per cwt.; medium, \$1.75.  
Eastern cod, large, \$1.90 per cwt.; medium, \$1.55; snappers, 60 cts.  
Western bank cod, large, \$2.12 1-2 per cwt.; medium, \$1.65.  
Cusk, large, \$1.65 per cwt.; medium, \$1.25; snappers, 50 cts.  
Haddock, \$1.10 per cwt.; hake, \$1.15 per cwt.; dressed pollock, 75 cts. per cwt.; round pollock, 70 cts. per cwt.

### Harbored at Portland.

Sch. Annie F. Kimball, Southwest Harbor for this port with cured fish, was at Portland on Tuesday.

Oct. 20.

### Sch. Vanessa Stocked \$3,000

Sch. Vanessa, Capt. William Firth, stocked \$3,000 on her recent eastern salt cod shaking trip. The craft will now go on the railways for painting and fixing up, and Capt. Firth will then fit her for winter haddocking.

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### MET GALE OFF THACHER'S.

Sch. Mabel Had Hard Struggle to Reach This Port Last Week.

Capt. Fred Fides of sch. Mabel, which arrived at this port last week with a cargo of fish from Maine, says he has been going to sea ever since he was 16 years old, and yet he declares that he has never had such an experience as was his on Thursday of last week while on his way to this port. He had aboard a very heavy cargo of cured fish and the decks of the Mabel were almost level with the water.

When off Thacher's island, a terrific wind was encountered from the southwest, and from there to this port a distance of only eight miles, it was one continuous battle with the head seas. Capt. Fides, at Portland, Wednesday, said that he was four hours in covering eight miles and that it seemed as if his craft was under water most of the time.

The trip down, which was completed at Portland Wednesday, was as peaceful as could be imagined. The sea was calm and the winds favorable so that the run from this port was completed in ten hours.

### HIGHEST PRICE FOR HALIBUT.

Sch. Catherine Burke Sold Fare at Portland for 14 3-4 Cts. Per Lb.

Sch. Catherine Burke, Capt. Augustus G. Hall, of this port, was at Portland yesterday with 15,000 pounds of halibut, for which the fancy price of 14 3-4 cents per pound was secured. This is the highest price paid for a fare lot of halibut thus far this season.

### Lunenburg Fishing Notes.

Small catches of mackerel have lately been made by shore fishermen. Line fishing is very dull.

Sch. Henry L. Montague is here from the banks with 900 quintals of fish.

The Riverport banking sch. Montana is reported with 500 quintals of fish for three weeks work. Her total catch this season amounts to 3,209 quintals.

Sch. Beatrice S. Mack, arrived in port Saturday from the banks with 500 quintals of fish.

Sch. Hawanee, arrived at Halifax Monday from the banks. She reports loss of foresail and foreboom off Scatterie in last Thursday's gale.

### Fishing Season Poor at New Bedford.

According to New Bedford advices, the season has been a failure along the coast there in every kind of fish. There has been about one-third the usual catch of swordfish, and it looks as though they were done with for this year. The traps have done practically nothing, with one or two exceptions. The boats fishing at present are catching a very few small mackerel, and report them scarce and very wild. Taken all in all the season of 1910 has been the poorest one for some thirty years.

### Fishing Vessels Awaited Storm.

The fishermen at T wharf were holding back yesterday waiting to see whether the storm that has been coming up the coast from Cuba will strike there. The fleet of fishing vessels at T wharf fills both basins, and some are tied up at Commercial and Long wharves and the Eastern Packet pier until the weather is settled. The fishermen who have sailed also sought harbor, and Wednesday night there were eight fishing vessels at Provincetown, which remained in port, although there was plenty of bait to be had.

### Smelts From Provinces at Boston.

After waiting all the week for smelts from the provinces the dealers yesterday received 30 barrels by express on the "herring train." The smaller quantities that have been received gave the dealers a chance to judge of the quality of the fish that were being taken, but they were not prepared for the handsome lot of fish that came today. There were also some smelts from Maine, by rail and boat, and the large quantity brought the price down some.

### Cod Scarce in Cape Cod Bay.

There is a great scarcity of cod in Cape Cod bay, according to the reports of authorities. No reason is given for the decrease in the number of the fish. It is said that the United States fisheries steamer Phalarope, which has for many years been annually stationed near Plymouth Harbor for the purpose of catching a supply of cod spawn for the Woods Hole hatcheries, will not come there this year on account of the scarcity of the cod.